

Summer 2003

ED NEWSLETTER



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Next Issue: Recap of Captain Seminar and ED Flag Offsite.

TRANSFORMING NAVY MAINTENANCE

RADM Jeffrey Brooks

Recent world events, transformation in the Department of Defense and the requirement to recapitalize the Navy have provided the catalyst for many changes in our organizations, in our operations and in our force structure. The challenge for Navy leadership is to maintain or increase our levels of mission readiness while finding ways to improve efficiencies and direct cost savings into force recapitalization. Two transformational efforts currently in progress, Regional Maintenance and SHIPMAIN are intended to meet the Navy's challenges to improve performance while becoming more cost effective.

Regional Maintenance

A segment of the CNO's strategic vision is SEAPOWER 21, which provides the framework to align, organize, and integrate the Navy to meet challenges in the 21st century. A key element of SEAPOWER 21 is SEA ENTERPRISE, which will capture business efficiencies and reinvest the savings

to recapitalize the Navy. This initiative will identify and implement efficiencies by:

- Divesting non-core functions
- Organizational streamlining
- Reducing infrastructure reductions through technology insertion and process alignment
- Fostering a culture of productivity

The Navy's ship maintenance community reengineering efforts have resulted in numerous actions consistent with SEA ENTERPRISE objectives. Although the Navy effectively maintains its ships, there remains an overriding need for improved efficiency. Conducting fleet maintenance by using a more integrated process, supported by common business and production practices and by establishing a common data foundation between Fleets can improve efficiency. By capturing these business efficiencies, the resul-

*(Continued on page 21,
Maintenance)*

NAVSEA DET BRISTOL

By CDR Tim McCue – NAVSEA Technical Liaison Officer, Bristol England

An Engineering Duty Officer has been assigned as technical liaison to the Royal Navy's ship design and engineering activities in England since World War II. The current officer reports to the Deputy Commander for Ship Design, Integration and Engineering, Naval Sea Systems Command (SEA 05) with additional duties as Assistant Naval Attaché. The office is located at MoD Abbey Wood in Bristol, UK.

The primary duty of NAVSEA det Bristol is to keep the U.S. Navy abreast of Royal Navy programs and developments in the areas of ship and shipboard system development, design, construction, and maintenance.

In the last year, several USN PEOs, including Ships, Carriers, and Submarines, have visited the UK. These visits resulted in information exchanges on topics ranging from combustors to cruise missiles, paints to propulsion pods between the major UK warship programs, CVF, Type 45 Destroyer and the ASTUTE Class SSN, and their US counterparts.

As tasked, NAVSEA det Bristol provides liaison for NAVSEA on projects under its sponsorship in the United Kingdom including the TRITON trimaran demonstrator and the Rolls-Royce WR-21 ICR and MT-30 gas turbine engines. The detachment also monitors commercial marine developments, equipment, and innovations which might be of interest to NAVSEA and the USN.

In addition to duties representing NAVSEA, the post involves duties as Assistant Naval Attaché at the US Embassy in London. Duties include representing the Defense Attaché in Western England as required, responding to technical matters under the cognizance of the Defense Attaché Office, assisting in official visits, and monitoring established Data Exchange Agreements.

Duties in the last year included a tour and din-



DDG-81 in dock, Portsmouth UK.

ner on a new Dutch DDG visiting downtown London, celebrating Armed Services Day at the Russian Embassy, and laying a wreath at a Normandy memorial on the anniversary of D-Day in Torquay.

When DDG-81, USS Winston Churchill (see picture below) required emergency work on a CRP, the office responded to questions regarding dry-docking and ammunition magazine safety. Working in a support role to fellow EDs from the DDG Planning Yard in Bath, Maine and CTF 63 in Naples, the office was able to facilitate a safe, successful in theater repair for a deployed US Navy asset.

For more information about this exciting if and remote posting contact CDR McCue at mccuet@nctams-london.navy.mil or 011-44-1179-135-031.

SHIP REPAIR UNIT BAHRAIN - "KEEPING THE TIP OF THE SPEAR SHARP" - CDR Rick Cunningham, OIC SRU BAHRAIN

Whether it's conducting an emergent dry-docking of an Arleigh Burke destroyer, performing emergent voyage repair after a collision, or changing out a LP-Turbine on a 38- year old LPD, Ship Repair Unit (SRU) Bahrain stands ready to meet the vital Fifth Fleet/COMUSNAVCENT mission in the Arabian Gulf. Lead by CDR Rick Cunningham as OIC and LCDR Matt Long as AOIC, SRU Bahrain is called on to perform diverse and critical repairs on all US navy ships in the Fifth Fleet AOR. In addition, SRU Bahrain maintains four home ported mine-sweeps. The team consists of two Officers (OIC/AOIC), one CPO, three enlisted personnel, four contracted personnel and a civilian staff of twelve. This small staff manages an annual average of \$5M of repair work.

Our primary geographic industrial centers for repairs are Bahrain and United Arab Emirates; however, the AOR extends to the Suez Canal and out to the Seychelles Islands in the Indian Ocean. The local contractors are resourceful, dedicated and provide superb work for US Navy and Military Sealift Command.

SRU was extremely busy

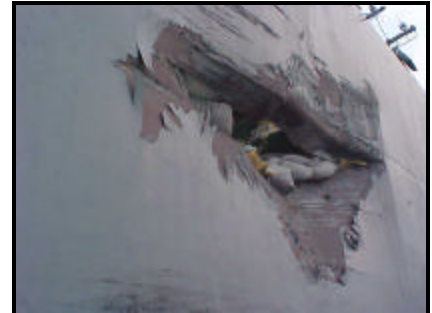
prior to, during and after Operation Iraqi Freedom (OIF). SRU was called on to perform CRP propeller repairs on USS BARRY (DDG 52) in November 2002. LCDR Long as Docking Observer was tasked to work with Arab Shipbuilding and Repair Yard (ASRY)



USS BARRY (DDG 52) in ASRY's Graving Drydock Bahrain

Naval Architects in Bahrain to dock this warship fully loaded with ordnance. In six days, repairs were completed and the ship was undocked, returning to the fleet to accomplish her mission.

In December 2002, USS PAUL HAMILTON (DDG 60) was involved in a collision with an Iranian tugboat. Damage was above the waterline and fortunately no injuries occurred. SRU was tasked to provide emergent repairs to the hull and restore internal systems such as sprinkling, ventilation,



USS PAUL HAMILTON (DDG 60) Damage

and lighting. All repairs were completed in three days and ship was sent to sea fully mission ready.

In February, the USS AUSTIN (LPD 4) suffered a casualty to its LP-Turbine. During the open and inspection with FTSC/LANT representatives, unreparable damage was noted and the decision was made to ship a replacement turbine from Norfolk, Virginia. The repair was extremely difficult due to age of the existing turbine components, but with the



New turbine being lowered in on USS AUSTIN (LPD-4)

*(Continued on page 17,
Bahrain)*

HIGHLIGHTS OF RECENT C4I MODERNIZATION IN THE FORWARD DEPLOYED NAVAL FORCES (FDNF) - LCDR Pat Mack

Our Forward Deployed SPAWAR Engineering Duty Officers in Japan, CDR Jim Downey (OIC) and LCDR Pat Mack (Battle Force Officer and Perspective OIC), recently led their SPAWAR Facility in Yokosuka, Japan through several significant Selected Restricted Availabilities (SRAs) for our Forward Deployed Naval Force (FDNF). The FDNF, which includes the KITTY HAWK Carrier Strike Group and the ESSEX Expeditionary Strike Group, is the largest Naval Battle Force in the world.

Recent SRAs, although accelerated in support of the Operation Iraqi Freedom surge, were successfully completed enabling increased presence in the Persian Gulf and directly supporting the Navy's SEA STIKE initiatives. Some of the highlights during this flurry of

C4I alternations were: USS COWPENS (CG 63) receiving the Extremely High Frequency Follow on Terminal (EHF FOT) ship alteration, and USS CURTIS WILBUR (DDG 54) becoming the first fully IT-21 unit level combatant.

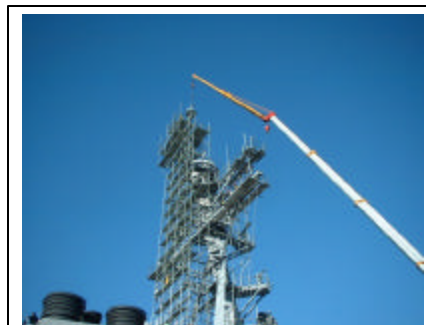
The EHF FOT installation provided increased bandwidth and throughput for Mission Data Unit



Picture 1 AFT EHF FOT Antenna

receipt in support of TOMAHAWK mission planning. EHF FOT provides a near order of magnitude increase in throughput and remains the Navy's most reliable means of satellite communications.

USS CURTIS WILBUR received a host of C4I technology including EHF FOT, Super High Frequency (SHF), Global Broadcast System, Transportable Radio Direction Finder, and Gigabit Ethernet ship-wide local area network (LAN). As the first DDG to receive five major alterations si-



TRDF Antenna Installation

multaneously, USS CURTIS WILBUR became the first "full IT-21" capable surface combatant in the Navy. Additionally, it became the first unit level ship to receive GIG-E LAN. These five major alterations will provide USS CURTIS WILBUR the capability to process intensive classified and unclassified voice, video and data streams, and perform on board signal measurements and line-of bearing calculations for detection, localization, and targeting.

Through the advance planning and teaming with Ship Repair Facility (SRF) Yokosuka, and SRF Yokosuka's acceptance of the production related work, the EHF FOT alternation was completed with zero discrepancies through light off and fully successful shipboard operational verification testing (SOVT) at sea. This was the first "Zero Defect" installation effort performed to date world-wide. This well planned, accelerated, alteration re-

(Continued on page 18, FDNF)



Picture 1 Kitty Hawk crossing Dry Dock sill

SPAWAR SYSTEMS FACILITY PACIFIC, GUAM

LCDR Drew Lambley

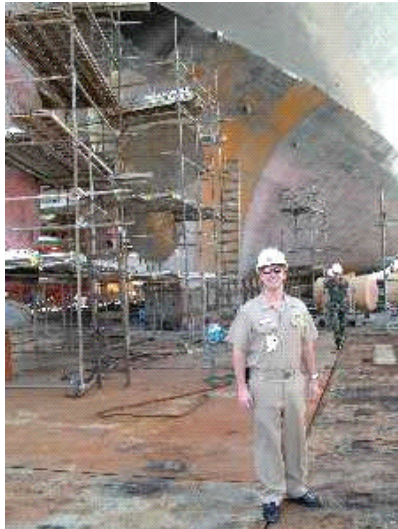
When my wife first suggested that we do an overseas tour while our children were young, I didn't even know that there was a SPAWAR facility on Guam. Little did I know then that being OIC here would be my most challenging and rewarding tour so far!

For the last 35 years, SPAWARSPAC PAC Guam has had many different names, but the mission has remained the same: to provide electronics material support to afloat and shore units on complex C4ISR system projects on Guam, Singapore, Diego Garcia, Australia, and New Zealand. With the arrival of USS CITY OF CORPUS CHRISTI (SSN 705) and USS SAN FRANCISCO (SSN



USS CITY OF CORPUS CHRISTI (SSN 705) arrives in her new home port.

711) late last year to join USS FRANK CABLE (AS 40) as homeported units, the afloat portion of our work has expanded dramatically. In the last 10 months, we've



Touring USNS CONCORD (T-AFS 5) at Guam Shipyard during a recent CO/OIC luncheon.

gained experience installing the AN/WSN-7B Ring Laser Gyro (RLGN), the Submarine LF/VLF VME Receiver (SLVR), and com-



Trenching in front of the SSF-Guam Office for BLII-OCNUS fiber-optic

pleted the first Submarine ADNS Phase II installation on the west coast. Along with legacy system support to the large Military Sealift Command contingent operating out of Guam, the arrival of a third SSN next year, and the emergence of

Guam as a strategic port of call for deployed ships, the afloat customers will continue to be a significant portion of our workload.

That doesn't mean our ashore tasking is shrinking by any means. We're monitoring General Dynamics as they install more than 2,000 computer network drops and over 20 miles of trenched fiber-optic cable in Guam, Singapore, and Diego Garcia as part of the BLII-OCNUS project. Recently, we completed a major C4I suite upgrade for Commander, Logistics Group, Western Pacific (COMLOGWESTPAC) that included the construction of a new Sensitive Compartmented Information Facility (SCIF).

However, the technical demands of the tour are just the tip of the iceberg. As a Navy Working Capital Fund activity, I have to be concerned with reimbursable funding, production and G&A overhead budgets, and generation and facilities issues. Also, it's been a great tour for gaining experience managing our 23-person civilian force. I've learned this aspect can be the most rewarding of all!

As enormously challenging and fun as this job is, you have to have fun with the family as well, and Guam is well suited for that! Out-

(Continued on page 17, Guam)

ENGINEERING DUTY OFFICERS IN THE WESTERN PACIFIC – LT Neil Sexton

Engineering Duty Officers in the Western Pacific, specifically Japan, perform the same jobs as those in CONUS. However, we employ several different methods of keeping our fleet operationally ready. The differences in business processes and repair procedures are due to our unique workforce and location in the world. There are three primary commands in Japan in which you will find EDO's: Ship Repair Facility (SRF), SPAWAR Systems Facility Pacific, and Military Sealift Command Far East (MSCFE).

Some of our customers at SRF Yokosuka are the 11 forward deployed ships homeported here, including the USS KITTY HAWK (CV 63) Battle Group and USS BLUE RIDGE (LCC 19), home to Commander U.S. SEVENTH FLEET. SRF Sasebo maintains 7



USS KITTY HAWK (CV 63) passing over the sill in Dry Dock #6



SRF Docking Officer and Dock Master performing Block Checks

ships including the USS ESSEX ARG, two minesweepers and the USS SAFEGUARD (ARS 40).

We, as ED's, plan and execute the maintenance to keep the SEVENTH FLEET operationally ready, including voyage repairs for visiting ships and submarines and a multitude of other commands supporting the needs of forward deployed Naval forces. In 2003 we will conduct 11 CNO availabilities in Yokosuka and Sasebo. Each of the ships in a CNO availability currently has an ED Ship Superintendent. The U.S. Ship Superintendents work alongside a Japanese Master Labor Contract (MLC) counterpart who provides continuity for our unique workforce, most of whom do not speak English.

Currently we have 3 ships in CNO Availabilities, two of which are in dry-dock, including USS KITTY HAWK (CV 63). Our Command

Docking Officer, who is an ED, had a once in a career opportunity to dock the Navy's only forward deployed aircraft carrier. The evolution was conducted safely and expeditiously at 1 of our 6 graving docks with the help of our Japanese workforce and Yokosuka's U.S. Navy Harbor Pilots. On average, we conduct 15 dockings per year. At least one third of those dockings are U.S. ships and the others are Japanese Maritime Self Defense Force (JMSDF) ships and service craft. The JMSDF dockings aid in timely Docking Officer qualifications and in maintaining proficiency in our qualified Docking Officers.

Diving operations also play an important role in keeping the SEVENTH FLEET operationally ready and provide another challeng-



SRF Divers, of which ED's are a part, at the job site on EHIME MARU

ing career opportunity for ED's. The

(Continued on page 18,
WESTPAC)

A LOOK AT USS BLUE RIDGE (LCC 19) - ENGINEERING DUTY AFLOAT, FORWARD DEPLOYED TO YOKOSUKA, JAPAN – LCDR Allan Walters

Who knew an EDO would be so involved in Force Protection? In fact, many of the functions of being the Combat Systems Officer on-board USS BLUE RIDGE (LCC 19) are not what one might expect of a C4I billet. As the Combat Systems Officer (CSO), I am responsible for Force Protection, weapons, the ship's legal department, and lead the Combat Systems Training Team (CSTT). All this in addition to maintaining one of the most complex C4I suites in the Navy.

Primarily the CSO job is a technical one. Although the LCC class is not a typical warship, it carries a wide range of cutting edge systems, including Global Command and Control System - Maritime (GCCS-M), Global Command and Control System - Korea (GCCS-K), 40 TAC-3 and TAC-4 JOTS Terminals, CENTRIXS, Air Defense Systems Integrator (ADSI), Area Air Defense Commander (AADC) Domain, Automated Digital Networking System (ADNS), JSIPS-N, Theater Battle Management Core System (TBMCS), Link 11, 16, JTIDS, AN/WSC-6, AN/WSC-8, AN/



The EDO billet onboard USS BLUE RIDGE (LCC-19) includes assuming duties as leader of a 94 member Force Protection Cadre.

WSC-3, Dual EHF Suite, AN/SPS-67, AN/SPS-40, HFRG, SINGARS, SMQ-11, WRN-6, WSN-7, TACAN, two Definity 75 phone switches, and a Classified and Unclassified Local Area Network (LAN) of over 750 PCs. If it's one of the newest technologies, it's either installed, or scheduled to be installed soon.

Though I am a member of ship's company, I spend much of my energy in support of Commander SEVENTH FLEET (C7F) with C4I requirements and interior communications. My billet also serves ADDU to the C7F N6 staff. Being part of both Ship's Force and a member of the staff has many advantages. Keeping up with the maintenance and operations of the permanently embarked staff's advanced electronics while keeping

the ship's IC gear and radars ready for sea and maintaining Force Protection is a challenging and rewarding experience. In addition to supporting the 200 plus members of the C7F staff, regular exercises with up to 400 embarked put the ship's systems to the true test. The ship takes on embarked from not only the Navy, but Marine Corps, Army and various other foreign nations as well. Between the numerous exercises, and two regularly scheduled availabilities for new installs, the Combat Systems Department has plenty to keep them busy.

In addition to having the latest and greatest technology, BLUE RIDGE also visits some of the best ports in the world on a



Aside from a multitude of C4I equipment, Combat Systems Department owns various small arms

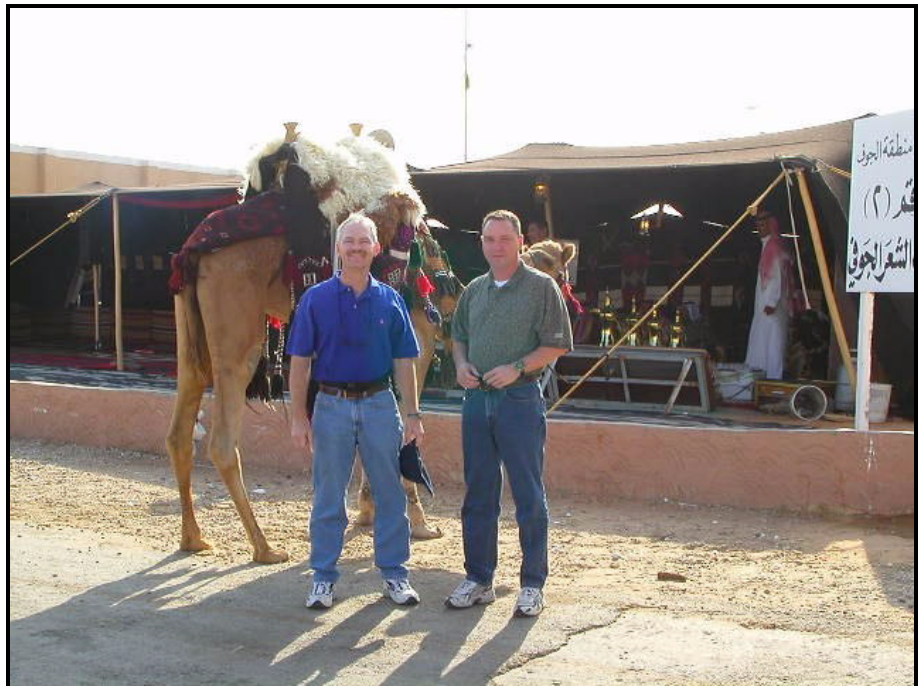
regular basis. Being forward de-

*(Continued on page 18,
BLUE RIDGE)*

ENGINEERING DUTY OFFICERS STATIONED AT THE UNITED STATES MILITARY TRAINING MISSION, KINGDOM OF SAUDI ARABIA – LCDR John Gensure

The ED community has two officers stationed at the joint United States Military Training Mission (USMTM), Kingdom of Saudi Arabia (KSA). USMTM is the Security Assistance Office (SAO) in support of the multi-billion dollar Foreign Military Sales (FMS) program with the KSA. For the last 50 years, USMTM has directly supported the U.S. Ambassador in Saudi Arabia and U.S. Central Command in this critical theater of operations.

Lieutenant Commander John R. Gensure is stationed in Riyadh, Saudi Arabia as the Engineering and C4I Advisor in USMTM Naval Forces Division (NFD). USMTM NFD provides on site FMS support to the Royal Saudi Naval Forces (RSNF) at RSNF Headquarters in Riyadh. LCDR Gensure coordinates with the RSNF Technical, Communications, and Engineering, Support, Research, and Development Departments in the planning, funding, and execution of the RSNF ship and naval infrastructure maintenance and upgrade programs. These multi-million dollar NAVSEA, SPAWAR, NAVAIR, and Army Corps of Engineers repair and upgrade programs support the U.S. constructed RSNF



LCDR John R. Gensure and LCDR Tim Hughes in Riyadh, Kingdom of Saudi Arabia.

PCG, PGG, PCF, and VFPB class ships. The AN/SPS 40E radar upgrade and Global Command and Control System – Maritime (GCCS-M) equipment installation on the newly acquired RSNF Sawari II Class Frigates are examples of major ongoing RSNF ship upgrade programs. LCDR Gensure also oversees the execution of numerous Follow-on Technical Support (FOTS) visits in support of U.S. manufactured ship systems and shore infrastructure. LCDR Gensure has played a critical role in the establishment of the Ap-

prenticeship Training Program (ATP) in the RSNF Ship Repair Facilities in the ports of Jubail and Jeddah.

LCDR Timothy A. Hughes, soon to be relieved by LCDR David R. DeMille, is stationed in Jubail, Saudi Arabia as the Fleet Engineering and Maintenance Advisor to the RSNF Eastern Fleet and RSNF Ship Repair Facility (SRF) in the port of Jubail. LCDR Hughes provides on site engineering technical support to the RSNF SRF Commander, Re-

*(Continued on page 18
SAUDI ARABIA)*

SIXTH FLEET SURFACE MAINTENANCE

During Operation Iraqi Freedom, the SIXTH Fleet / COMSERVFOR SIXTHFLT Surface Maintenance Office worked behind the scenes to maintain surface combatants on station, ready to meet all taskings. Led by CAPT Dave Sapone, the Sixth Fleet Surface Maintenance Officer and his assigned personnel brought to bear the necessary maintenance, technical assistance and repair resources to mission degraded combatants and auxiliaries.

Prior to the start of hostilities, the SIXTH Fleet Maintenance Officer stood up a maintenance action cell led and managed by LCDR Mark Matthews. This organization monitored the



*USS IWO JIMA (LHD 7) at anchorage
Souda Bay, Crete*

fleet for mission degradations and maintained a comprehensive picture of the material condition of all deployed COMLANTFLT ships. These efforts ensured that

the fleet commander and task force commanders remained fully apprised of the material condition of assigned ships. Once material casualties did occur, the SIXTH Fleet Maintenance Office brought the right maintenance assets to bear on the degraded systems. This entailed coordinating the efforts of the Mediterranean Tender, Ship Repair Unit Naples, Fleet Technical Support Center Detachment Naples- led by LCDR Jim Dickerson, and various CONUS based technical and industrial assets. The SIXTH Fleet Maintenance Office was able to facilitate the correction of over 230 CASREPs and the completion of almost 30,000 man hours of expert technical assistance and intermediate and depot level maintenance requests throughout the Sixth Fleet

SHIP REPAIR UNIT, NAPLES

Whether it was the Admiral's Flagship or the Admiral's Barge, if it needed continuous maintenance support or emergent voyage repair work COMSERVFOR SIXTHFLT's Ship Repair Unit (SRU), Naples,



USS WINSTON S. CHURCHILL (DDG 81) in

took it on. Led by CDR Pete Lyle, OIC and LCDR Quinten King, AOIC, SRU Naples is continuously called upon to correct mission or safety related H, M & E degradations aboard deployed and forward deployed assets. SRU Naples

*(Continued on page 19,
Naples)*

AFTER THE SPACE SHUTTLE COLUMBIA ACCIDENT

CDR Heide Stefanyshyn-Piper

On February 1st, 2003, the Space Shuttle Columbia and her crew were scheduled to land at Kennedy Space Center in Florida. That was not to be. The Space Shuttle Columbia ended her mission over east Texas. Instead of greeting our fellow astronauts home, we in the Astronaut Office were quickly assigned to various teams supporting the accident.

One major team concentrated on the recovery of Columbia and her crew. Astronauts joined together with local law enforcement agencies, the FBI, the Forest Service, and FEMA searchers covered 1.2 million acres. More than 80,000 pounds of debris was found, making up about 40 percent of the weight of the space shuttle. These pieces were brought to Kennedy Space Center and were used to reconstruct the shuttle, hoping to discover what led to the tragic break up of Columbia. Although I did not participate in the recovery efforts, other ED's did. The Navy's Supervisor of Salvage (NAVSEA 00C), CAPT Jim Wilkins, was tasked with the water recovery.

After the accident, I found myself with one of the toughest duties in the military, the Casualty Assistance Call Officer (CACO). Al-

though NASA is a civilian agency, over half of the astronauts are active duty military representing all five branches of the Armed Services (Navy, Army, Air Force, Marine Corps and Coast Guard). On Columbia's crew, five of the seven crewmembers were U.S. active duty service members. With this strong military tradition within NASA and the Astronaut Office, CACO's were assigned for all seven crewmembers. Although this was a high profile tragedy, the need to support and care for our shipmate's family was still the same.

The third area that is still on-



Columbia Launch Photo, Jan. 16, 2003 (Photo Courtesy of



CDR Heide Stefanyshyn-Piper, Mission Specialist STS-115 (Photo Courtesy of NASA)

going is the Columbia Accident Investigation Board (CAIB). Much has been written about the investigation and some of the probable causes of the accident. The CAIB is scheduled to release their report near the end of July. The board has made some preliminary findings and NASA is working on correcting deficiencies, so that we can return to flight.

So, where does all of this leave me? I was assigned to the crew of STS-115. Our mission is to deliver the next segment of the International Space Station. The element (named P3/P4) has a set of solar arrays, which will double the energy producing capabilities of the

(Continued on page 17, Columbia)

PMS 312 CHANGE OF COMMAND - CDR Kevin B. Terry

On June 5, 2003, Captain Thomas J. Moore, relieved Captain Chuck Bush as Program Manager, Aircraft Carrier Program Office (PMS 312). The keynote speaker was RADM Dennis M. Dwyer, Program Executive Officer Aircraft Carriers and the host was Mr. Brian Persons, Deputy Program Executive Officer Aircraft Carriers.

Captain Bush served as PMS 312. During his tenure as Program Manager, Captain Bush oversaw the construction of USS HARRY S TRUMAN (CVN 75) and RONALD REAGAN (CVN 76), the complete refueling and complex overhaul of the first NIMITZ-class carrier, USS NIMITZ (CVN 68), the commencement of the second NIMITZ-class carrier to undergo a refueling and overhaul - USS DWIGHT D. EISENHOWER



CAPT Mike Schwartz (PMS 312 RCOH APM) demonstrated his unique talents as "Captain Video" for one of many farewell gag gifts to CAPT Bush. Depicted here is the "Dinty Moore" beef stew (representing CAPT Tom Moore) conducting the PMS 312 Change of Command with the "Bush's" navy beans

(CVN 69), as well as the maintenance and modernization planning for over 25 CNO Depot availabilities for the In-service aircraft carrier fleet.

The Change of Command ceremony also included the retirement of CAPT Chuck Bush after 27 years of distinguished, dedicated

and faithful service. During his career he served in all aspects of support in the aircraft carrier community which included: Naval Aviator (VA 42), Main Engines Officer USS JOHN F. KENNEDY (CV 67), Ship Superintendent (NNSY), Maintenance Coordinator (CNAL), Repair Officer (SUPSHIP Jacksonville), Engineering Officer, USS JOHN C. STENNIS (CVN 74), and most recently as Program Manager for In-service Aircraft Carriers.

CAPT Bush and his wife Mary Jo, shared the following written words in the Change of Command program: "We are proud to have shared this commitment to the Navy with you; particularly as our work has supported the Aircraft Carrier fleet and the over 50,000 husbands, wives, sons, and daughters who operate these great instruments of national resolve. It is our profound wish you remember daily, the many Sailors, Chiefs, and Officers overseas defending our country, as well as those here, who are readying themselves to do the same at a moments notice. These Sailors, with

*(Continued on page 20,
PMS 312 CoC)*



RADM Dennis M. Dwyer, Program Executive Officer Aircraft Carriers was the guest speaker at the PMS 312 Change of Command on June 5, 2003. The ceremony was

M.I.T. 13A PROGRAM 2003 GRADUATES – CDR John Amy

The graduating class of June 2003 from M.I.T.'s Naval Construction and Engineering Program had just two EDs. For a number of years, through this class of 2003, most students were on 27 month orders, meaning they would complete at the end of the summer term. With the class of 2004, most students are once again on 36 month orders. Completing two years at M.I.T., LCDR Mike Temme earned a Masters of Science in Naval Architecture and Marine Engineering and a second Masters of Science in Mechanical Engineering. Mike is now headed to a tour at SUBLANT. Completing three years at M.I.T., LT Erik Oller earned a Naval Engineer degree and a Masters of Science in Mechanical Engineering. One note on Erik's work at M.I.T., all of the three

year students conduct a year-long new construction ship design project. Erik and his two teammates from the Hellenic Navy, LT Vasilios Nikou and LT Kostas Psallidas, designed a "Focused Mission High Speed Combatant" which explored topical ship design issues. Erik's thesis work focused on near surface, near bottom forces on autonomous undersea vehicles, specifically REMUS, another very relevant area. Erik is now headed to a tour at Portsmouth Naval Shipyard. Next June the graduating class should number seven or eight. If you have not been to graduate school yet and are interested in the Naval Construction and Engineering program at M.I.T., then do not hesitate to check out the website <http://web.mit.edu/13a/www> or contact CDR Tim McCoy, mccoy@mit.edu.



Left to right: LT Vasilios Nikou, Hellenic Navy, LCDR Mike Temme, USN, LT Erik Oller, USN, LT Greg Sabra, USCG, LT Kostas Psallidas, Hellenic Navy.

ENGINEERING DUTY OFFICERS AND MIDSHIPMEN FROM THE U.S. NAVAL ACADEMY RECENTLY SELECTED FOR THE ENGINEERING DUTY OPTION – CDR John Bergersen

After a long and rigorous process that included an initial screening, a record review, a board interview, and final selection, 12 midshipmen from the United States Naval Academy Class of 2003 were selected for the Engineering Duty Option, including seven Surface Warfare (Conventional) ED Options and five Submarine Warfare ED Options. They all graduated and received their commissions on Friday, 23 May 2003. These officers excelled academically, athletically and held key leadership positions in the brigade of midshipmen. Ensign Katherine Groenenboom earned a

B.S. Degree in Aerospace Engineering, was a Trident Scholar and finished fifth in Order of Merit (class standing). She has orders to USS ROOSEVELT (DDG 80), homeported in Mayport, FL. ENS Benjamin Hawbaker earned his B.S. Degree in Naval Architecture and has orders to USS OSCAR AUSTIN (DDG 79), homeported in Norfolk, VA. ENS Eric Boernke earned a B.S. Degree in Systems Engineering and has orders to USS PAUL HAMILTON (DDG 60), homeported in Pearl Harbor, HI. ENS Thomas Parker earned a B.S. Degree in Systems Engineering and has orders to USS THE SULLIVANS (DDG 68), homeported in Mayport, FL. ENS

Matthew Kolb earned a B.S. Degree in Computer Science and also has orders to USS OSCAR AUSTIN (DDG 79), homeported in Norfolk, VA. He is currently enrolled in a Masters Degree program in Computer Science at the Applied Physics Lab, Johns Hopkins University and he expects to complete his studies in December 2003. ENS Nadia Sheikh earned a B.S. Degree in Systems Engineering and has orders to USS CARTER HALL (LSD 50), homeported in Little Creek, VA. ENS Mollie Mears earned a B.S. Degree in Mechanical Engineering and has orders to USS HOWARD

(Continued on page 19, USNA)



Engineering Duty Officers and Midshipmen from the U.S. Naval Academy recently selected for the Engineering Duty Option:

Front Row - ENS Thomas Parker, ENS Sean Patterson, ENS Mollie Mears, ENS Kenneth Hoover, ENS Jeffrey Dormo; **second row** - CAPT Doug Rau, ENS Bryan Hudock, ENS Katherine Groenenboom, ENS Eric Boernke, ENS Benjamin Hawbaker, ENS Matthew Kolb, ENS Daniel Manteufel; **Third Row** - LCDR Joe Tuite, CDR Jeff Hailey, CDR Joe Welter, LCDR Dan Johnston; **back row** - CAPT Steve Petri, CDR John Bergersen, CAPT Bob Voigt, LCDR Pierre Hilaire. **Not shown:** ENS

MEET THE ED DETAILER SHOP

SENIOR DETAILER – CAPT (Sel) Mark Welsh

Commuting time eating away at your precious family time?

Are you doing 0-5 mph in a 55 mph zone? Is finding a suitable parking spot your first major decision each day? Do you like music? People? Baseball? Quiet nights? BBQ? Blues? Horseback riding? If you answer YES to any of these questions....I've got just the place for you.....Millington, Tennessee!!

Hello! I am Captain (sel) Mark Welsh, your "new" ED Community manager, a.k.a. "the Head Detailer." I relieved Captain Robin Hiddemen in mid-June and have now been in the "seat" for nearly a month. Adjusting to the pace here in Millington has been a most pleasant surprise. After spending the last 10+ years in the Submarine Acquisition business in either Boston or Washington DC, I must admit I feel extremely guilty with my 2 minute, ½ mile commute. So much so, that I actually drive around the base once or twice before I pull into one of the multiple, "wide-open" parking lots near our office here in the Whitten Building on NSA Mid-South.

Enough of my commuting woes, on the serious side, I'd like to thank y'all for the support and words of encouragement I have received in the past month. I look forward to meeting and working with everyone in our community.



Isn't Millington Cool????

Relieving Captain Hiddemen is by no means an easy task. She did a tremendous job as our ED Community Manager. We all owe her a hearty round of applause...
THANK YOU ROBIN!!

As I begin my tenure, I plan to continue the recruiting and communication initiatives set in motion by Robin and have established three goals:

1) Focus our recruiting efforts such that our yearly accessions increase by 10% each year (this equates to an additional 8-10 new EDs).

2) Continue to use the tools available to foster improved communication throughout the community. Using the Navy Knowledge On-line (NKO) website, our ED Homepage, and e-mail we will continue to issue detailer updates every other week and pass on general information to the entire community. I encourage everyone to ensure the detailing shop has your correct e-

mail and phone number on file (if you're not sure...click on the e-mail link above (mark.welsh@navy.mil) and send 'em).

3) Engage with and use each Mentoring Group to provide multiple candidates as well as detailing alternatives for every ED billet. This is a lofty goal, requires cross-pollination amongst the various Mentoring Groups, and will be a challenge to measure success or failure.

"Gap Management" is one of our biggest near-term challenges. As CDR Baumann and LCDR Terhune work through the CY 04 slate, we will be asking every command and ED to assist us in managing and minimizing gaps. Gaps are inevitable. Face-to-face turnovers will require judicious use of TDY resources in most cases.

I invite everyone to stop by, call (901) 874-4090, or write to the detailing shop. Our community is small and everyone deserves and will get one-on-one service. CDR Gregg Baumann, LCDR Shannon Terhune, Mr. Richard Todd, and myself are standing by. Finally, I'd like to congratulate our FY 04 Captain and Commander selectees.... Well Done!! I challenge each of you to recruit one new ED over the next year!

Note: Picture is not actually CAPT Welsh

DETAILER SHOP CONTINUED...

ED DETAILER – CDR Gregg Baumann

Greetings from PERS 445B! For those whom I have not yet met, my name is CDR Gregg Baumann. I'm fresh in the "hot-seat" as I've just relieved CDR Armantrout as the EDO 1440 detailer for CDR/LCDR/LT's. My background includes tours at USS GRIDLEY (CG 21), SUPSHIP New Orleans, Diving & Salvage School, RESUPSHIP Ingleside, NPS (Mech Eng & TSSE), SRF Sasebo, NAVSEA 00C (Diving & Salvage Office), and now here at NPC. Contrary to the normal belief of being a detailer, I really am glad to be here.

The most recent challenge facing the PERS 445B position at the moment is putting together the calendar year 2004 (1440) Detailing Slate. What this entails is looking at every 1440 CDR/LCDR/LT who has a PRD in late 2003, 2004, or early 2005 and trying to match each individual with the best billet fit possible. If you fall into this detailing window and you have not heard from or been in contact with me, please do so immediately. What I am asking each individual to do is to look over the 2004 Slate that I've been distributing and provide me with 4-5 job preferences. I've already received a large number of

replies and am continuing to receive more on a daily basis. So if you haven't submitted yours yet, please do so. In order to be fair to everyone, I'm waiting to collect the majority of inputs first before I start locking folks into orders. My goal is to have the majority of the slate lined up before the end of this calendar year.

As you look over the list of jobs, here are some things you should keep in mind. If you're in a "core" tour now, you should be looking at a "Fleet/Broadening" tour next. The EDO community has a number of Fleet related billets which we fill each year. Contrary to some career guidance, these billets *are* career enhancing. They help provide future senior officers with a broad Navy perspective while still keeping them focused towards an ultimate command opportunity. The notional detailing plan is "Core → Fleet/Broadening → Core, etc." Bottom line is that if you're in a Core tour now, the first thing I'm going to look at for you is a Fleet/Broadening tour. Next, as you strategize your career, always look at how the job you're considering supports your ultimate career objective. If you haven't already done so, I encourage everyone to discuss career planning with at least one

mentor, preferably more. If you don't yet have one in the area(s) you're interested in, contact me.

Now, down to the reality of my early view on how the 2004 Slate is shaping up. With a few exceptions, I have people lined up for the majority of our overseas jobs. I also have candidates for our CVN CHENG billets, but not for the CVN CSO billets. A significant number of inputs have all asked for the same core tours in Norfolk (NNSY) and SDGO (SPAWAR). A number of people are also telling me that a geographical preference for a re-tour in Norf/SDGO is more important than the job. All things being equal, if somebody is willing to relocate to help meet the needs of the navy, then they'll be more likely to be given their job preference in these concentration areas. If you're looking at a job that's not a valid 1440 billet, don't bother. We're approximately 80-100 officers short of filling all of our authorized billets. All in all, I greatly appreciate the responses I've received to date and I'm very much looking forward to working with each of you. Feel free to contact me anytime (901-874-3994 or Gregg.Baumann@navy.mil).

DETAILER SHOP CONTINUED...

GREETINGS FROM MILLINGTON - Mr. Richard Todd

If staring at Lennox Lewis doesn't turn your stomach try standing in front of Mike Tyson with him breathing down your neck, and if that doesn't do it try riding a motorcycle for the first time... My name is Richard Todd; I have been working with the ED Community since October 1999 and have enjoyed every minute of it! As the order writer in the detailer shop it has been my job to support the detailers here in Millington, Tennessee and also as a courtesy to support the community by helping ED's with record up-keep/maintenance. Also, prior to each selection board should you need to submit correspondence to the selection board I retain a folder for each board and personally hand deliver the correspondence to the board recorder for each selection



board. I am a former Yeomen Third Class (YN3) and have worked for the Navy Personnel Command (NPC) since Jan 97. While in the Navy I spent most of my time in D.C., assigned to the Navy Presidential Honor Guard in Anacostia. I was fortunate to have the opportunity to work at a whole variety of locations within the D.C. area, such as the White House, Capital Building, and I even spent time as a tour guide in the Pentagon (1996). After my tour with the honor guard I was transferred to

the Bureau of Naval Personnel (BUPERS) where I served in D.C. for one year until BUPERS moved from D.C. to Millington. My family and I along with the other 2500+ folks from BUPERS made the 1000-mile trek south to Millington during the summer of 98. The move down here was no easy task, the differences in lifestyles from D. C. to the mid-south took some time to grow on us, but after time we have come to realize all the benefits of living here in Millington, especially not having to fight the D.C. traffic. When I'm not at work I am at the University of Memphis working on a Bachelors in Management Information Systems (MIS), which I am two semesters away from completing. When I'm not in school I like to tinker with my car and ride my motorcycle that I just learned how to ride (may be a while before I go cross-country). Some of my best memories come from working in the detailer shop with some of the best Navy leaders. Well, now that you know more about me please do not be a stranger, please feel free to give me a call at comm. 901-874-3294 or send me an email to richard.todd@navy.mil. Thank you and I look forward to helping you in the near future. -Rich Todd



Bahrain

(Continued from page 3)

combined efforts of FTSCCLANT and NAVSEA, all technical issues were resolved, resulting in a clear path to accomplish a complete turbine rotor change-out. Repairs were conducted by ASRY in three weeks, which allowed ship to offload the 24TH MEU in support of OIF.

Lastly, during OIF USS KEARSARGE (LHD 3) required numerous main steam valve repairs and other repair work. After the ship offloaded Marines and aviation assets in Iraq, the ship



Marine standing the watch for USS Kearsarge (LHD3) during emergent repairs during OIF in Bahrain

visited Bahrain under heavy security to obtain the needed repairs. ASRY provided support services while a tiger team from Norfolk Naval Shipyard was called in to

conduct the repairs.

From February – May 2003, SRU Bahrain performed over 1100 repairs for four Carrier Battlegroups and five Amphibious Readiness Groups. All ships met their operational commitments and SRU played a vital role in keeping the tip of the spear sharp. For more information about SRU Bahrain, please contact CDR Rick Cunningham: cunninggr@nsa.bahrain.navy.mil or LCDR Matt Long: longm@nsa.bahrain.navy.mil.

Guam

(Continued from page 5)

door recreation abounds, with great hiking, boating and fishing. The diving here is some of the best I've experienced, with abundant reef environments and practically unlimited visibility. Guam also has fasci-

nating World War II historical sites, and as the only inhabited U.S. soil to be occupied by the Japanese, it has some very moving stories to tell.

So, if you're interested in a tour that combines face-the-fleet installations with command-tour experience, the SPAWAR overseas

OIC tour might just have the technical and leadership challenges that you're looking for. I'm learning more and faster than ever before, and I'm having a lot of fun doing it!

Columbia

(Continued from page 10)

Space Station. We were the second shuttle flight after Columbia, originally scheduled for launch on May 23, 2003. Our launch is currently on hold, pending the out-

come of the accident. In the meantime, we are continuing our training for the flight, although not at the same intensity as before the accident. In addition, we are also assigned to technical teams supporting the Return to Flight effort.

FDNF

(Continued from page 4)

sulted in COWPENS' early completion of the SRA, her rapid deployment to the Persian Gulf, and positioning to be the 'first-to-fire' TOMAHAWK platform in Operation Iraqi Freedom. The combined SRF, SPAWAR, FTSCPAC, and CHET team in Yokosuka enabled our warfighters to strike Iraq using state-of-the-art C4I technology.

WESTPAC

(Continued from page 6)

SRF Dive Locker, along with divers from USS FRANK CABLE and NAVSEA 00C, performed a change-out of USS KITTY HAWK's number four propeller. ED divers used Remotely Operated Vehicles (ROV's) and other state-of-the-art technologies to perform an underwater transport of the sunken Japanese fishing vessel,

Saudi Arabia

(Continued from page 8)

search and Development Center (RDC) Commander, RSNF Eastern Fleet Commander, and RSNF PCG, PGG, and PCF Commanding Officers. Working closely with RSNF military and civilian personnel and NAVSEA, SPAWAR, and NAVAIR Technical Assistance and Alteration and Installation Teams, LCDR Hughes has overseen the successful execution of numerous, multi-million dollar

BLUE RIDGE

(Continued from page 7)

ployed to Yokosuka has also allowed my family to experience the culture of Japan. This is a once in a lifetime experience that they will never forget.

I do enjoy working with the latest and greatest technology in the world of command and control, but also find the leadership

aspect of being a shipboard department head and a member of the C7F staff very rewarding.

A challenging job, an at sea billet, and being stationed overseas; no one could ask for a more rewarding tour than as the Combat Systems Officer onboard USS BLUE RIDGE (LCC 19).

EHIME MARU, to shallower depths. This transport aided our Japanese MLC divers from SRF in the recovery of personal effects and remains from the sunken vessel.

Maintaining ships and submarines in the most expeditious, safe, and affordable manner is a monumental challenge in today's Navy. ED's in the Western Pacific are able to meet this challenge head-to-head with the help of our Japanese workforce. SRF is an

employer of choice. Many Japanese employees work at SRF for their entire careers and often provide different approaches to maintenance. Working as Engineering Duty Officers in Japan provides a great opportunity to perform the same jobs as those Stateside, but with the added benefit of learning a new culture and awareness of different processes to accomplish the same goal: Keep the Fleet Operationally Ready!

RSNF ship overhauls and availabilities, including ship dry docking and complicated repair and upgrade overhaul packages. LCDR Hughes personally coordinated and oversaw the first ever LM2500 Gas Turbine Engine change out conducted solely by RSNF SRF personnel.

LCDRs Gensure and Hughes have had the opportunity to work closely with the RSNF in support of Operation Iraqi Freedom. The job is challenging, as it requires coordination between mul-

tiples activities around the world, including British and French representatives who support the ships purchased by the RSNF from their governments. LCDRs Gensure and Hughes continue to work to strengthen USN and RSNF operational coordination in the Arabian Gulf and Red Sea, including support of a recent joint USN and RSNF Naval Exercise.

USNA

(Continued from page 13)

(DDG 83), homeported in San Diego, CA. ENS Jeffrey Dormo earned a B.S. Degree in Electrical Engineering, was a Trident Scholar and finished second in Order of Merit. He is a Phi Kappa Fellow and will attend Stanford University and study Electrical Engineering. Following graduate studies, he will attend Nuclear Power School. ENS Sean Patterson earned a B.S. Degree in Systems Engineering and was a Trident Scholar. He will attend the Massachusetts Institute of Technology and study Nuclear Engineering. Following graduate

studies, he will attend Nuclear Power School. ENS Kenneth Hoover earned a B.S. Degree in Electrical Engineering and was a Trident Scholar. He is a VADM J. R. Ryan Fellow and will attend the University of Pennsylvania and study Electrical Engineering. Following graduate studies, he will attend Nuclear Power School. ENS Bryan Hudock earned a B.S. Degree in Systems Engineering and was a Trident Scholar. He will attend Nuclear Power School in October 2003. ENS Daniel Manteufel earned a B.S. Degree in Electrical Engineering and will attend Nuclear Power School in October 2003. These officers must complete their warfare qualifications

prior to exercising the ED Option. Submarine officers must also complete one Department Head tour prior to having their designator changed to Engineering Duty Officer.

CAPT Rau, Director of the Division of Engineering & Weapons at the Naval Academy and President of the ED Option Board, remarked "These young men and women are superb in every respect and they will be great additions to the ED Community". The midshipmen were presented specially engraved medallions during an ED social hosted by CAPT and Mrs. Doug Rau.

Naples

(Continued from page 9)

Area of Responsibility primarily extends from the eastern Med to the Straits of Gibraltar, from the North Atlantic and Baltic Sea to South Africa.

The easily underestimated task of maintaining a 39 year old, 600 # steam warship named USS LASALLE (AGF 3) is a challenge that is expertly led and accomplished by LCDR King. LASALLE recently completed the PRESINSURV inspection and received an outstanding score for material condition of readiness. Credit for this outstanding INSURV performance rests with the ship's crew and the twelve SUP-

SHIP experienced SRU employees, who in FY02 completed more than 700 work packages valued in excess of \$5.3M.

A noted highlight in support of Operation Iraqi Freedom (OIF) was the emergent dry docking of USS WINSTON S. CHURCHILL (DDG 81) in Portsmouth, England. CHURCHILL experienced a catastrophic mechanical failure to her port CPP hub, and to preclude a potential casualty to her starboard hub, replacement of both hubs was directed. Working closely with the British Royal Navy, the commercial contractor - Fleet Support Limited-SUPSHIP Bath, NAVSEA 04XQ and PEO SHIPS / PMS 400, a thorough planning process to dry dock a

ship loaded with ordnance and fuel was required. A further technical challenge was that fitted, stable side blocks were not employed, but rather wale and spur shores. Shore specifications were developed to counter overturning forces, approved by NAVSEA and installed during the docking process. Repairs were efficiently completed with the local Pompy report of "No great shakes, mate.". For more information about SRU, Naples, contact CDR Pete Lyle: lylep@med.naples.navy.mil or LCDR Quinten King: kingq@med.naples.navy.mil

PMS 312 CoC

(Continued from page 11)

our Soldiers, Marines, and Airmen, are standing the watch, away from home and family, so we may enjoy freedom, peace, and security. In troubled times, their sacrifice is of utmost importance – please honor them. God Bless America.” A special tribute to CAPT Bush from Senator Warner (R-VA) was read on the Senate floor June 5, 2003 that included; “Captain Bush, it is my pleasure to recognize you for



CAPT Chuck Bush reports to RADM Dwyer that he is relieved by CAPT Tom Moore as the Program Manager for Aircraft Carriers (PMS 312).

your great and distinguished service to our nation. My colleagues and I wish you and your family continued success and the traditional naval wish ‘Fair winds and Following seas’ as you close out your military career.”

Captain Moore reports to PMS 312 from the Chief of Naval Operations (N785) where he served as the In-Service Aircraft Carrier HM&E Requirements Officer. He is no stranger to PMS 312 since he served as the In-Service Assistant Program Manager under CAPT Bush from 1999 to 2001. Other previous tours for Captain Moore include Aircraft Carrier RCOH Project Officer at SUPSHIP Newport News, Station Officer USS ENTERPRISE (CVN 65), Main Propulsion Assistant USS VIRGINIA (CGN 38) and Electrical Officer USS SOUTH CAROLINA (CGN 37).



CAPT Chuck Bush passes through his side-boys during his retirement from 27 years of active duty in service of his country. Side-boys included ABCS (SW) Christopher Burt, LCDR Steve Marino, CDR Ed Mills, CDR Lloyd Jones, CDR Kevin Terry and CAPT Mike Schwartz, all of PEO Aircraft Carriers

BLAST FROM THE PAST – Who is that ED?



LCDR George R. Yount (center) is presented ED Dolphins by CAPT W. Freakes shipyard Planning Officer as CAPT John Bond former Production Officer looks on. LCDR Yount began his ED Dolphin Program while assigned to SUPSHIP Newport News and completed an at-sea program aboard USS ULYSSES S. GRANT (SSBN-631) as part of this extensive training and qualification program. Following the patrol, LCDR Yount completed a qualification notebook and was examined on his Qualifications by a formal senior officer board of experienced ED and operational submariners.

Maintenance

(Continued from page 1)

tant cost savings will be reinvested to support the CNO's goal of Fleet recapitalization.

Establishment of Regional Maintenance Commands (RMC) in Navy homeports is a key enabler to improving maintenance efficiency. The RMC will be the single integrated command responsible for planning, execution, and oversight of ship maintenance in each homeport area. This initiative is separate from the SHIPMAIN process improvement initiative but will enable process improvements resulting from SHIPMAIN.

Establishment of the RMC eliminates stovepipes and redundant efforts by integrating similar functions currently performed by numerous activities into a single command. Activities affected include:

- Naval Shipyards
- SUPSHIPs
- Readiness Support

Groups (RSG)

- Fleet Technical Support Centers (FTSC)
- Intermediate Maintenance Activities (IMA)
- Consolidated Dive Units
- Homeported Engineering Teams (HET)
- Port Engineers

Figure 1 depicts a functional outline of the near term RMC vision. Repair SUPSHIPs migrate to Fleet claimancy with contract authority continuing to flow from NAVSEA. The current HET structure will migrate to a Program Manager representative structure providing PEO Ships life cycle surface ship support to the RMC. Planning Yard (PY) reps and Alteration Management Planning Field Coordination Offices (AMP-FCO) continue to provide support. Technical authority will remain with NAVSEA.

Fleet Maintenance Officers (FMO) have directed designated

Commanding Officers in each homeport to develop a plan to establish RMCs. The plan includes integration of activities listed above. Engineering Duty Officers are involved through port "Local Board of Directors" (LBOD) in determining the end state for the RMC construct. Aspects of Regional Maintenance initiatives pertaining to Naval Nuclear Propulsion matters will be fully coordinated with, and approved by, NAVSEA 08 prior to implementation.

SHIPMAIN – "Revolutionizing Surface Ship Maintenance Planning"

SHIPMAIN changes how we do maintenance, driving efficiencies into the process. This increased efficiency will free funds that are needed to modernize and recapitalize the Fleet.

(Continued on page 22, **Maintenance**)

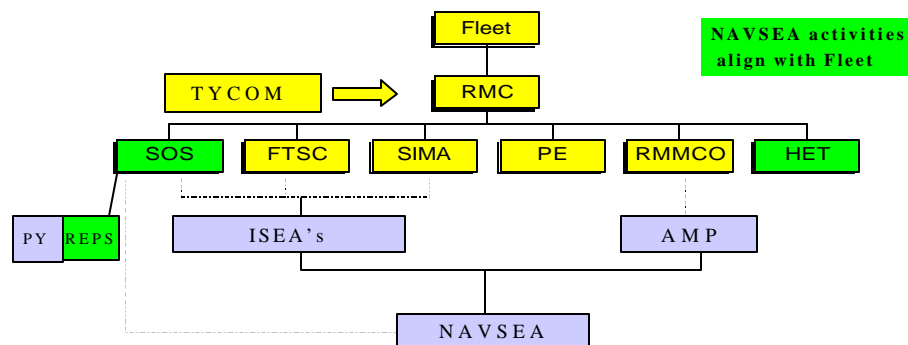


Figure 1

Maintenance

(Continued from page 21)

Last summer, VADM LaFleur, Commander Naval Surface Forces (CNSF), chartered the Thomas Group to take a fresh look at the way the Navy plans for maintenance availabilities in the surface ship community. The results of this initial research were presented to a large

Maintenance-oriented Flag Officer forum in November 2002, which gave birth to the SHIPMAIN initiative.

SHIPMAIN relies on metrics to aggressively drive the change process, and has the goal of delivering visible results at the deck plates within 12 months. Objectives of the SHIPMAIN initiative are:

- Increase the efficiency of the process without compromising its effectiveness.
- Define a common planning process for surface ship maintenance and

alterations.

- Install a disciplined management process with objective measurements.
- Institutionalize the process and a continuous improvement methodology for it.

The SHIPMAIN Leadership Team, called the Process Improvement Team, called the Process Improvement Team, (Continued on page 23, **Maintenance**)

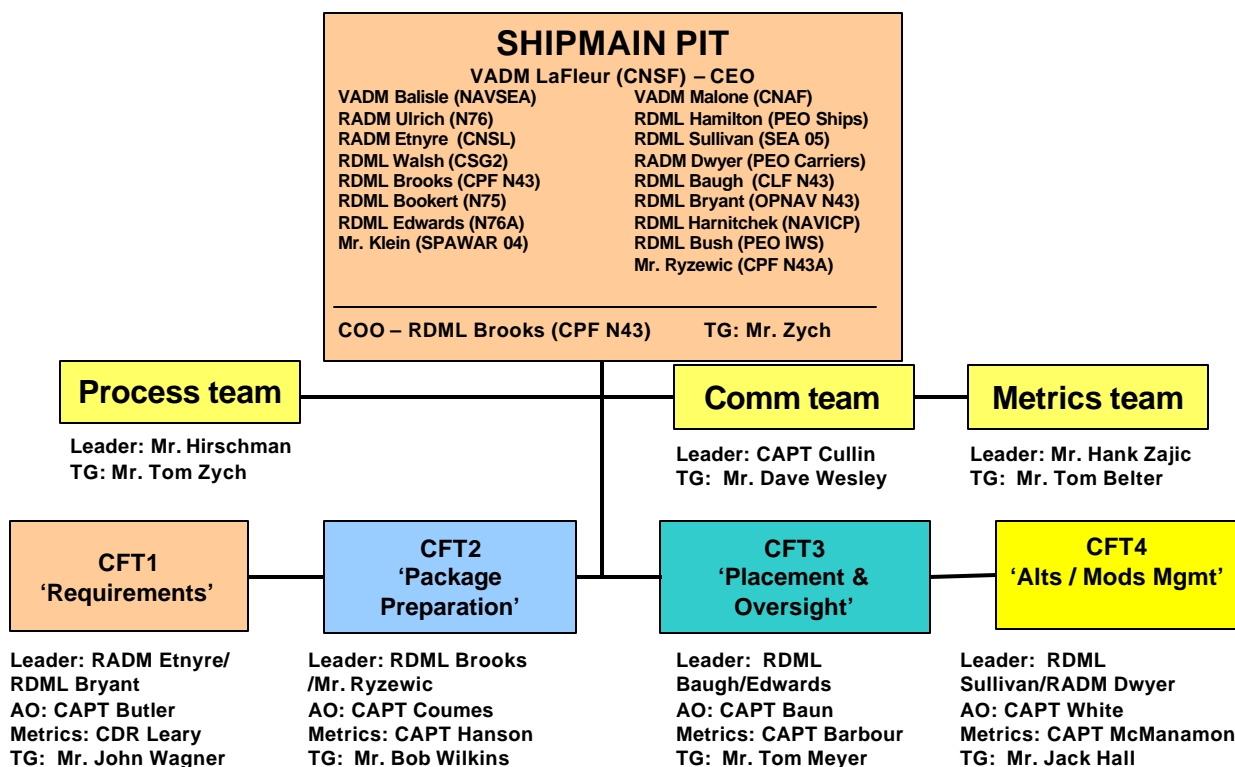


Figure 2

PROCESS NAME	TRIGGER	STARTING POINT	END POINT
Requirements Team (CFT #1)	Ship identifies maintenance or repair requirement	Ships Force prepares 2K and enters into CSMP...or Shore per-	Port Engineer passes screened 2K to Planning
Package Prep Team (CFT # 2)	Port Engineer screens an AWR to a planning organization for a specified type	Planning Organization receives screened AWR from PE	Planning Organization passes approved work package / Specs to Con-
Placement & Oversight Team (CFT# 3)	Work Package is ready to be contracted for and	Contracts Organization receives Work Package from Planning	Contract is awarded and contract admin work com-

Table 1

Maintenance

(Continued from page 22)

ment Team (PIT), is made up of Flag Officers and Senior Executive Service civil servants from NAVSEA, OPNAV, CNSL, PEOs, CPF and CLF along with Submarine and Aviation communities. To ensure the effectiveness of SHIPMAIN, alignment with on-going initiatives is imperative.

SHIPMAIN is a high-energy effort with each team participating in weekly Video Teleconferences (VTC) and periodic face-to-face meetings. As the process approaches its one year point, implementation of process changes developed by SHIPMAIN has started. SHIPMAIN promises to provide the solution to many long-standing problems faced by the Navy in the planning and execution of surface ship maintenance. Metrics developed in the SHIPMAIN

effort will provide the basis for monitoring effects and providing midstream course corrections. The Regional Maintenance Centers will be the SHIPMAIN process owners and enforcers to ensure consistency across the fleets and in all Navy homeports.

The Road Ahead

The road ahead is paved with more change and innovation. The "One Shipyard" concept, NEMAIS, Fleet Response Plan (FRP), public/private shipyard partnering, and LEAN process implementation, are just a few of the many significant changes taking place around us. If you look closely at your own current assignment, you will find that one or more of these initiatives are having an im-

pact on your job in either a direct or indirect manner. You need to become knowledgeable of these changes – this is the future of Navy ship maintenance. Engineering Duty Officers stationed on the front line find themselves in the best position to help implement these process enhancements in support of fleet readiness. You can also observe and detect areas where these changes may have unplanned effects and provide feedback to take timely action to mitigate impact. Engineering Duty Officers also find themselves in a position to embrace and advocate these initiatives, guaranteeing their speedy implementation and success.

ENGINEERING DUTY OFFICER SCHOOL

**03S-2 SENIOR COURSE – 2 - 13 Jun 2003**

First Row (l to r): CDR(S) Timothy Corrigan, CDR James Hogan, CDR(S) Christopher Warren, CDR Robert Egger, CDR Bradley Nelson, CDR Paul Wynn, CDR Donna Miller, LCDR Robert Phillips (Staff) **Second Row (l to r):** LCDR Scott Heller (Staff), CDR Robert Thornlow, CDR John Schierling, CDR(S) Stephen Ballister, CDR James Downey, CDR Glenn Hofert, CDR Richard Blank, CDR(S) Gregory Miller, CAPT Frank Camelio (Commanding Officer) **Third Row (l to r):** CDR Jon Hill (Staff), CDR Christopher Wrate, RADM Anthony Lengerich (Guest Speaker), CDR Brain Gannon, CDR(S) Andrew Hernandez, CDR(S) Gregory Johnson, CDR John Ellsworth, CDR Chris Meyer, RDML John Butler (Guest Speaker), Dr. Mary Davidson (Staff)

EDQP COMPLETIONS

LCDR JESS W. ARRINGTON
LCDR SCOTT R. BARRY
LCDR DANNY K. BUSCH
LCDR PAUL F. CARFF
LCDR KARL P. EIMERS
LCDR GARRETT J. FARMAN
LCDR CHRISTOPHER J. HANSON
LCDR DAVID S. HUNT
LCDR JASON M. LLOYD
LCDR HOWARD B. MARKLE
LCDR STEPHEN R. MEADE
LCDR ALAN RECHEL
LCDR CHRISTOPHER G. RILEY
LCDR KELLOG C. SHARP
LCDR TRAVIS R. SMITH
LCDR CARLOS M. SUAREZ
LCDR SALLY VAN HORN
LT JOSEPH DITURI
LT DANIEL L. LANNAMANN
LT ELIZABETH S. OKANO
LT RYAN B. NORRIS
LT CRAIG A. WILGENBUSCH

NORFOLK NSYD
PUGET SOUND NSYD
SSFA CHANTILLY
NSWC CRANE
SPAWARSSYSCEN CHARLESTON
SHPREPFAC YOKOSUKA
SUPSHIP GROTON
PH NSYD & IMF
NORFOLK NSYD
OPNAV N763
SUPSHIP SD DET PEARL
PORTSMOUTH NSYD
SUPSHIP GROTON
PH NSYD & IMF
SPAWARSSYSCEN SD
SUPSHIP NEW ORLEANS
SPAWARSSYSCEN CHARLESTON
PH NSYD & IMF
RESUPSHIP INGELSIDE
SPAWARSSYSCEN SD
SUPSHIP SAN DIEGO
SPAWARSSYSCEN SD



LATERAL TRANSFERS

LCDR DOUGLAS J. ADAMS	SSN 698 BREMERTON
LT SCOTT P. BAILEY	AFTGWESTPAC YOKO
LT OSCAR E. BOWLIN	DDG 51 A BURKE
LT DEREK E. COLE	CNAVSURFG MIDPAC
LT JORDAN B. EICHELBAUM	S CC VAW 120
LTJG CARLUS A. GREATHOUSE	DDG 51 A BURKE
LT JASON S. HALL	USSPAC CB OPSTAF
LT MANUEL A. HERNANDEZ	S PG MONTEREY
LT CHRISTOPHER I. HOAG	SEAL TEAM SEVEN
LTJG ANDREW J. HOFFMAN	NSA BAHRAIN
LT BRIAN A. KAROSICH	FLT ASW TRA PAC
LTJG SEAN P. LEWIS	LHD 5 BATAAN
LCDR MINH T. LY	COMLANTFLT
LTJG RICHARD M. MATLACK	DIRDIVOFNREACDOE
ENS KENNETH R. MULLENIX	CG 73 PT ROYAL
LTJG THOMAS A. PAYNE	LSD 45 COMSTOCK
LTJG MITCHELL R. PERRETT	LCC 19 BLUE RIDGE
LTJG ROBERT C. J. QUESENBURY	COMNAVSURFLANT
LCDR THEODORE B. SANDERS	DDG 55 STOUT
LT JASON STRACQUALURSI	FFG 37 CROMMELIN
LT SCOTT P. TOMPKINS	SUBSQSPTUNT
LT MARLIES C. URBAN	LPD 15 PONCE
LT DANIEL F. YOUCH	COMDESRON 21

WELCOME TO THE ED COMMUNITY!

FY-03 SELECTION BOARD RESULTS



CAPTAIN SELECTEES



ANTONIO, BRIAN K.	PMS 317	MULLARKY, ANTHONY J.	PEO SUBS PMS 392A
ATKINSON, TIMOTHY	SCSC WALLOPS ISLAND	POPE, JOHN W. R.	SPAWARSSYSCEN CHARLESTON
BIGGS, KRISTIAN P.	PEO IWS DET HUNTSVILLE	REINA, GERARD J.	NORFOLK NSYD
DOERRY, NORBERT H.	NSSC PMS 377RB	REINKE, RICHARD E. II	CNR ARLINGTON
DOUGLAS, STEPHANIE A.	NSSC 04X2B	ROWE, PAUL E.	DIRDIVFNREAC DOE
GALINIS, WILLIAM J.	OPNAV N81	SCHROEDER, DOUGLAS S.	SSFA CHANTILLY
KEENAN, PATRICK J.	NXDIVU PANAMA CITY	STANTON, MICHAEL B.	NSSC PMS 317
KIEL, DAVID H.	OPNAV N431K	THOMAS, GREGORY R.	AS 40 F CABLE
LEWIA, STEPHEN D.	OPNAV N431K	VAN PETTEN, THOMAS L.	NSSC 07Q
MCGINNIS, ROGER D.	NSSC PMS 405		



First Row (L to R) Dave Kiel, Stephanie Douglas, Steve Lewia, Mike Stanton, Jerry Reina Second Row: Anthony Mullarky, Roger McGinnis, Brian Antonio, Paul Rowe, Tom Van Petten, Bill Galinis, Third Row: (l to r) Pat Keenan, Norbert Doerry, Doug Schroeder, Greg Thomas Kris Biggs, John Pope, Tim Atkinson, not pictured Richard Reinke.



COMMANDER SELECTEES



ANDREW, ALLAN D.	TRIREFAC KINGS BAY	MAUSER, JOSEPH D.	PEO (W) PMA 282
BALLOU, MICHAEL A.	PSND NSYD	MELVIN, JAMES E.	DIR STRSYSPROG
BITTING, JOHN D.	CRSG NORFOLK	MILLETT, MARSHALL G.	SWFPAC SILVERDALE
BRACHFELD, LAWRENCE J.	SPAWAR BAHRAIN	MURPHY, BRIAN P.	NORFOLK NSYD
BROUGHAM, WILLIAM J.	PEO SUBS	NESSLER, F. SCOTT	CNSWC WDC NWCF
CUELLAR, ALVARO F.	COMNAVAIRPAC	O'MALLEY, SEAN P.	SUPSHIP PUGET SOUND
DANNECKER, JOHN D.	SPAWARSYSCOM PMO	PLOTT, WILLIAM G.	SUPSHIP PORTSMOUTH
DAWSON, PHILLIP E.	SUPSHIP BATH	RODRIGUEZ, MARTIN	SPAWARSYSCOM PMO
DEBUS, STEVEN M.	PEO SUBS PMS 435	SAYWARD, ELTON GEORGE J.	LHA 1 TARAWA
DILL, JAY F.	COMNAVSURFPAC	SCRUTON, ZACHARY M.	PTSMH NSYD
GHATE, DILIP B.	SPAWARSYSCOM PMO	SMALL, DOUGLAS W.	MISSILE DEFENSE AGENCY
GILL, PATRICIA A.	SPAWARSYSCOM PMO	SPENCER, FRANCIS E.	PEO SUBS PMS 425
GOGGINS, DAVID A.	NSUBSUPF NLON CT	STEVENS, HENRY W. III	SSC&REP NRLNS
GREENE, WILLIAM C.	PSND NSYD NWCF	TAIT, BRIAN S.	NSSC 05J1
HARDER, DONALD R.	LHD 6 B RICHARD	TRAN, VINH X.	NUSWCD KPT NWCF
HEATTER, THOMAS W.	PEO IWS PMS 461E	VANCOURT, RONALD R.	SUPSHIP NEWPORT NEWS
HELLER, SCOTT D.	EDO SCHOOL	VANDROFF, MARK R.	PEO SHIPS PMS 400DF
HERBERT, PAUL A.	SSC SAN DIEGO	WEEKLY, RANDOLPH R.	DIRSSP DET OMAHA
HOOKS, TODD A.	COMNAVSURFLANT	WILLIAMSON, STEPHEN F.	FTSCLANT MAYPORT OIC
LADNER MICHAEL C.	MTR PEO IWS TUCSON	WOLFE, JOHNNY RAY JR.	NAVPMOSSP SV CA
LEMON, DOUGLAS M.	S PG MIT CAMBRIDGE		



LIEUTENANT COMMANDER SELECTEES



ANDRUSIAK, TRACIE L.	SPAWARSYSCEN SD	RHOADS, JASON L.	S PG MIT CAMBRIDGE
COLPO, DANIEL J.	SIMA SAN DIEGO	ROCHFORD, FRANCIS D.	S PG MONTEREY
DITURI, JOSEPH	PH NSYD & IMF	ROROS, JOHN A.	DIRDIVOFNREACDOE
DUBOIS, HAROLD W.	PSND NSYD	ROSE, GREGORY D.	S PG MONTEREY
EBERT, KENNETH A.	S PG MONTEREY	RUST, JACK W.	S PG MONTEREY
ETTLICH DANIEL W.	S PG MONTEREY	RUTAN, RONALD J.	PEP CANADA OTTAWA
FELICIANO, ALLAN S.	OCM LOCKHEED SVCA	SEARLES, DJUENO S.	SSC & REP NRLNS
GARCIA, JONATHAN C.	DIRDIVOFNREACDOE	SEXTON, NEIL G.	SHPREP FAC YOKO
HANEY, TIMOTHY N.	SPAWARSYSCEN SD	SHAEFFER, BLANCA A.	DIR SSP WASH DC
JONES, JON A.	DIRDIVOFNREACDOE	SIDAHMED, STEFAN T.	PTSMH NSYD
KELLER, JOSEPH J.	PH NSYD & IMF	SMALL, PETER D.	S PG MIT CAMBRIDGE
LASHOMB, PETER A.	SPAWARSYSCEN SD	VAZQUEZ, BRIAN K.	S PG MONTEREY
LAWLER, GEORGE M.	SUPSHIP PORTSMOUTH	WATSON, VINCENT C.	S PG MONTEREY
PARKS, CARL L.	S PG MONTEREY	WILLIAMS, DOUGLAS L.	SWFLNT KINGS BAY
PHELAN, JOHN T.	SUPSHIP PORTSMOUTH	WOLF, ROBERT A.	S PG MIT CAMB

FY-04 CAPTAIN SELECTION BOARD ANALYSIS

Board Convened: 13 Jan 03

Board Released: 18 Jan 03

ED Board Members: RADM K. K. Paige
 RADL J. A. Brooks
 RADL P. E. Sullivan

Senior in Zone: Olechowski, M. J. (981101)

Junior in Zone: Holsten, G. V. (990801)

Junior Eligible: Reimers, S. (010801)

Number in Zone: 33

Promotion Opportunity: 55%

Number to Select: 19

Selected Above Zone: 3 (13 Considered)

Selected In Zone: 16 (33 Considered)

Selected Below Zone: 0 (92 Considered)

In Zone % (16 of 33) 48%

In Zone % (16 of 25) 64% (less retirees)

IN ZONE OFFICERS (LESS RETIREES)

	<u>Selected</u>	<u>Considered</u>	<u>%</u>
HM&E – Surface	5	8	63
HM&E – Subs	<u>3</u>	<u>7</u>	<u>43</u>
	8	15	53
CS/C4I – Surface	5	7	71
CS/C4I – Subs	1	1	100
CS/C4I - Aviator	<u>1</u>	<u>1</u>	<u>100</u>
	7	9	78

ABOVE/BELOW ZONE

Selected Above Zone 1 HM&E – Surface, 1 CS/C4I – Surface, 1 CS/C4I - Submarine

FY-04 CAPTAIN SELECTION BOARD ANALYSIS
SPECIAL QUALIFICATIONS (AN OFFICER MAY BE IN MORE THAN
ONE COLUMN)
(LESS ABOVE/BELOW ZONERS/RETIRES)

	<u>Selected</u>	<u>Considered</u>	<u>%</u>
Post CV CHENG/RO/MPA	0	1	0
Post Tender Repair	2	2	100
Post CSO/DEPT HD AFLT	2	2	100
In Command (CO/OIC)	3	3	100
IN NAVSEA HQ/PEO	7	8	88
In SPAWAR HQ	1	1	100
IN WASHDC	2	3	67
TYCOM/CINC	0	2	0
TECH M.S. – 5100P/N	3	3	100
5200P	1	1	100
5300P/Q	5	6	83
5500P	1	1	57
5600P/N/Q	2	8	28
5700P	<u>4</u>	<u>7</u>	<u>100</u>
Total	16	26	62
PHD	2	2	100
NRRO	1	1	100
No Warfare Qual	1	1	100
Surface Warfare Qual	10	15	67
SS Qual – 1120	4	8	50
Aviator	1	1	100
Divers	1	3	33
Women	0	2	0

SPECIAL QUALIFICATIONS ABOVE ZONE

1 HM&E/SURF WAR QUAL/51N IN NAVSEA

1 CS/C4I/SUB QUAL/55N IN ONR

1 CS/C4I/SURF QUAL/66D IN NAVSEA

FY-04 COMMANDER SELECTION BOARD ANALYSIS

Board Convened: 20 Feb 03
 Board Released: 04 Mar 03

ED Board Members: CAPT R. W. White
 CAPT J. C. Orzalli
 CAPT J. D. Ingram Jr.

Senior in Zone: Andrew, A. D. (990301)
 Junior in Zone: Gombas, J. D. (990901)
 Junior Eligible Harvey, D. S. (010801)

Number in Zone: 51

Promotion Opportunity: 80%
 Number to Select: 41

Selected Above Zone: 0 (53 Considered)
 Selected In Zone: 41 (51 Considered)
 Selected Below Zone 0 (94 Considered)

In Zone % (41 of 51) 80%

IN ZONE OFFICERS (LESS RETIREES)

	<u>Selected</u>	<u>Considered</u>	<u>%</u>
HM&E – Surface	12	16	75
HM&E – Subs	<u>5</u>	<u>6</u>	<u>83</u>
Total	17	22	77
 C4I/CS – Surface	 15	 19	 79
C4I/CS – Subs	7	8	88
C4I/CS – No Quals	<u>1</u>	<u>1</u>	<u>100</u>
	23	28	82
 No T. M. – Surface	 1	 1	 100

FY-04 COMMANDER SELECTION BOARD ANALYSIS

SPECIAL QUALIFICATION (AN OFFICER MAY BE IN MORE THAN ONE COLUMN)

	<u>Selected</u>	<u>Considered</u>	<u>%</u>
CV/MPA	0	0	0
CSO AFLOAT (C4I/CS)	6	7	86
In Command	0	0	0
In NAVSEA HQ/PEO	9	9	100
In SPAWAR HQ/CEN	6	7	86
In WASH DC	2	3	67
TYCOM/CINC STAFF	3	4	75
TECH M.S.			
5100 P/N	5	6	83
5200 P	2	2	100
5300 P/Q	6	8	75
5500 P	1	2	50
5600 P/N	10	14	71
5700 P	14	15	93
6203 P	<u>2</u>	<u>3</u>	<u>67</u>
Total	40	50	80
PHD	2	2	100
No Technical Masters	1	1	100
Nuclear Trained (5203 G/P/Q)	13	15	87
NRRO	0	0	0
No Warfare Qual	1	1	100
Surface Warfare Qual	28	36	78
Submarine Qual	12	14	86
Minorities	3	4	75
Divers	2	2	100
Women	1	1	100

CHANGES OF COMMAND

DATE	COMMAND	OUTGOING	INCOMING
JUN 2003	PEO CV – PMS 312	CAPT C. A. BUSH	CAPT T. J. MOORE
JUL 2003	SUPSHIP GROTON	CAPT V. H. MASON	CAPT J. S. REED
AUG 2003	CO–SRF YOKOSUKA	CAPT D. W. BELLA	CAPT K. B. TAYLOR
AUG 2003	PEO CV – PMS 378	CAPT D. B. BERTHOLD	CAPT M. SCHWARTZ

CHANGE OF DUTY

RANK	NAME	TO	REPORT
CAPT	PETER M. GRANT	MISSILE DEFENSE AGENCY	MAR 2003
CAPT	JARRATT M. MOWERY	PEO C4I SPACE SAN DIEGO	APR 2003
CAPT	PHILIP M. DELPERO	SBMEPP PORTSMOUTH	MAY 2003
CAPT	DAVID W. BELLA	SUPSHIP PASCAGOULA	JUN 2003
CAPT	RICHARD BERKEY	PORTSMOUTH NSYD	AUG 2003
CAPT	GLENN E. CANN	OPNAV	JUL 2003
CAPT	CHARLES V. DOTY	PH NSYD & IMF	JUL 2003
CAPT	STEPHEN K. ELLISON	NSWCD PT H NWCF	JUL 2003
CAPT	PEGGY A. FELDMANN	SPAWARITC	AUG 2003
CAPT	JAMES G. GREEN	COMNAVSURFLANT	JUL 2003
CAPT	DAVID A. HAMMER	PEO IWS	AUG 2003
CAPT	J. ROWLAND HUSS	SOAC	JUL 2003
CAPT	DANIEL J. LOONEY	NUSWCD KPT NWCF	AUG 2003
CAPT	STEPHEN E. MARTIN	NAVSEA	JUL 2003
CAPT	STEPHEN D. METZ	NAVSEA	JUL 2003
CAPT	GLENN R. SNYDER	PORTSMOUTH NSYD	AUG 2003
CAPT	ROBERT M. VERBOS	SUPSHIP NEW ORLEANS	AUG 2003
CDR	ALLEN L. CLARK	FTSCLANT	MAR 2003
CDR	BRIAN B. GANNON	COMPACFLT	MAR 2003
CDR	LLOYD H. JONES	PEO CV – PMS 312	MAR 2003
CDR	HEWITT M. HYMAS	SSC SAN DIEGO	MAR 2003
CDR	TIMOTHY J. MCCOY	NROTCU MIT	APR 2003
CDR	JAMES E. TATERA	OPNAV	MAY 2003
CDR	JOSEPH E. WELTER	NAVAL ACADEMY	MAY 2003
CDR	GREGG W. BAUMANN	CNAVPERSCOM	MAY 2003
CDR	KURTIS W. CRAKE	COMLANTFLT	MAY 2003

CHANGE OF DUTY

RANK	NAME	TO	REPORT
CDR	JOHN T. ARMANTROUT	PEO-C4I SPACE SAN DIEGO	MAY 2003
CDR	JAMES E. CHISUM JR.	PEO IWS	MAY 2003
CDR	THOMAS P. HEKMAN	COMNAVSURFPAC	JUN 2003
CDR	MARK S. WELSH	CNAVPERSCOM	JUN 2003
CDR	BRUCE E. WATKINS	NSSA	JUN 2003
CDR	FRANK A. ARATA	SPAWARSSCOM PMO	JUL 2003
CDR	STEPHEN C. BALLISTER	NSWCD PT HUENEME	AUG 2003
CDR	MARK BRIDENSTINE	CRSG NORVA	AUG 2003
CDR	DAVID L. BRODEUR	NSUBSUPF NLON CT	AUG 2003
CDR	PATRICK COSTELLO	CVN 74 J STENNIS	JUL 2003
CDR	JAMES P. DOWNEY	PEO CV	AUG 2003
CDR	MARK W. EAKES	SUPSHIP NEWPORT NEWS	AUG 2003
CDR	JOHN C. EDGERLY	COMLANTFLT	JUL 2003
CDR	LESLIE R. ELKIN	NAVSEA PMS	AUG 2003
CDR	KENNETH L. FRACK JR.	COMNAVSURFGR MED	AUG 2003
CDR	WILLIAM J. GALINIS	OPNAV	JUL 2003
CDR	GIAUQUE MICHAEL S.	EDO SCHOOL	JUL 2003
CDR	WILLIAM R. GRAHAM	SSC NORVA	AUG 2003
CDR	LARRY O. HAUKENES	DAU	AUG 2003
CDR	TODD D. HAWKINSON	SSHP SD DT PEARL	AUG 2003
CDR	JON A. HILL	MISSILEDEFAGENCY	AUG 2003
CDR	GLENN D. HOFERT	CVN 76 RR (PCU)	AUG 2003
CDR	DAVID H. KIEL	S INDCOL AFOR DC	AUG 2003
CDR	RODNEY K. LUCK	DIR STRATEGIC SYSTEM	JUL 2003
CDR	WARREN P. LUNDBLAND	SUPSHIP PASCAGOULA	AUG 2003
CDR	BRIAN R. MCGINNIS	AS 39 E S LAND	JUL 2003
CDR	ANTHONY J. MULLARKY	PEO SUBMARINES	AUG 2003
CDR	DAVID D. MYRE	NAVAL ACADEMY	AIIG 2003
CDR	MICHAEL J. NEIBERT	PREINSURV SAN DIEGO	AUG 2003
CDR	DAVID B. OSGOOD	NSSC OP	JUL 2003
CDR	JOHN W. R. POPE II	SSC SC	JUL 2003
CDR	MICHAEL H. SMITH	PEO (S)	AUG 2003

CHANGE OF DUTY

RANK	NAME	TO	REPORT
CDR	MELISSA C. SMOOT	PEO LMW	JUL 2003
CDR	STEVEB K, STANCY	SUPSHIP PORTSMOUTH	JUL 2003
CDR	JAMES E. STEIN	NSSC OP	AUG 2003
CDR	NEIL C. STUBITS	NORFOLK NSYD	AUG 2003
CDR	ROBERT T. THORNLOW	PEO IWS	AUG 2003
CDR	PAUL M. VORTRUBA	PEO IWS	AUG 2003
CDR	PAUL R. WYNN	NSUBSUPF NLON CT	JUL 2003
LCDR	ANTONIO P. SAN JOSE JR.	COMLOG WESTPAC	FEB 2003
LCDR	JOHN L LOWERY	PEO SHIPS	FEB 2003
LCDR	MICHAEL H. PAWLOWSKI	PSND NSYD	FEB 2003
LCDR	MARK H. OESTERREICH	PSND NSYD	FEB 2003
LCDR	ROBERT D. PHILLIPS	EDO SCH PT HUENEME	MAR 2003
LCDR	RICHARD A. THIEL	NSSC OP SUPFDWAS	MAR 2003
LCDR	MICHAEL J. DUFEK	PTSMH NSYD	MAR 2003
LCDR	GREGORY D. BURTON	PSND NSYD	APR 2003
LCDR	DOUGLAS L. SWISHER	SUPSHIP BATH	APR 2003
LCDR	CARLOS J. CARROLL	NAVPOSSP SUNNYVALE	APR 2003
LCDR	ANTONIO P. SAN JOSE JR.	COMLOG WESTPAC	FEB 2003
LCDR	RANDOLPH R. WEEKLY	DIRSSP DET OMAHA	APR 2003
LCDR	F. SCOTT NESSLER	CNSWC WDC NWCF	APR 2003
LCDR	DONALD R. HARDER	SPAWARSYCOM	APR 2003
LCDR	JAY H. JOHNSON	DTRA LAW LVMORE	APR 2003
LCDR	GREGORY K. PARKER	SUPSHIP JAX FL	APR 2003
LCDR	DAVID DEMILLE	USMTM JUBAIL SA	MAY 2003
LCDR	WALTER A. COPPEANS II	PEO SHIPS	MAY 2003
LCDR	JERRY W. LEGERE	NORVA NSYD	JUN 2003
LCDR	JOHN C. PAYNE JR.	COMNAVSURFLANT	JUN 2003
LCDR	SHAWN E. WHITE	COMPACFLT	JUN 2003
LCDR	KATHRYN S. CHRISTENSEN	COMICEDEFOR	JUL 2003
LCDR	WILLIAM E. COBB	OPNAVY	JUL 2003
LCDR	ROBERT A. CROWE	CNSG PNW	JUL 2003
LCDR	TIMOTHY A. HUGHES	SUPSHIP PASCAGOULA	JUL 2003

CHANGE OF DUTY

RANK	NAME	TO	REPORT
LCDR	ADAM W. MASTEN	COMSUBPAC	JUL 2003
LCDR	RICHARD J. MCCONELL	COMLANTFLT	JUL 2003
LCDR	PATRICK M. MCDERMOTT	CNAVSURFG MIDPAC	JUL 2003
LCDR	DOUGLAS B OGLESBY	COMNAVAIRPAC	JUL 2003
LCDR	JOHN C. PAYNE JR.	COMNAVSURFLANT	JUL 2003
LCDR	KELLOG C. SHARP	COMNAVSURFGR MED	JUL 2003
LCDR	JOHN D. STEVENS	NAVAL ACADEMY	JUL 2003
LCDR	JOHN J. SZATKOWSKI	COMPACFLT	JUL 2003
LCDR	MICHAEL W. TEMME	COMSUBLANT	JUL 2003
LCDR	JOSEPH M. TUIE	SUPSHIP PASCAGOULA	JUL 2003
LCDR	SALLY A. VANHORN	COMNAVNETWARCOM	JUL 2003
LCDR	STEPHEN M. WALLACE	DTRA SHORE DUTY	JUL 2003
LCDR	WILLIAM J. WOLKERSTORFER	COMPACFLT	JUL 2003
LCDR	URIAH E. ZACHARY	NSWCD CORONA	JUL 2003
LCDR	JAMES H. DICKERSON	SPAWAR BAHRAIN	AUG 2003
LCDR	JOHN V. FUNN	PREINSURV SAN DIEGO	AUG 2003
LCDR	PIERRE HILAIRE	COMLANTFLT	AUG 2003
LCDR	HUGH J. HUCK III	SRF YOKOSUKA	AUG 2003
LCDR	MICHAEL C. LADNER	PEO IWS	AUG 2003
LCDR	PATRICK B. LAFONTANT	PEO SHIPS	AUG 2003
LCDR	JAMES E. MELVIN	NAVPMOSSP SV CA	AUG 2003
LCDR	JOHN M. STUBBLEFIELD	PH NSYD & IMF	AUG 2003
LCDR	CARLOS M. SUAREZ	PREINSURV SAN DIEGO	AUG 2003
LT	PHILIP E. MALONE	PSND NSYD	FEB 2003
LT	LYNN R. FODREA	NSWCD D VANWCF	FEB 2003
LT	BRIAN D. LAWRENCE	NSSC SEA 00C	MAR 2003
LT	ETHAN R. PROPER	PSND NSYD	MAR 2003
LT	SEAN P. HARRINGTON	NSWCD PT HUENEME	MAR 2003
LT	MARIA E. SILDORF	NORVA NSYD	MAR 2003
LT	MICHAEL W. SMITH	SSC&REP NRLNS	MAR 2003
LT	MICHAEL SNELLING	SSC SAN DIEGO	MAR 2003
LT	GEORGE R. CARAMICO	SSC NORVA	APR 2003
LT	BLANCA A. SHAEFFER	SSP WASH DC	APR 2003

CHANGE OF DUTY

RANK	NAME	TO	REPORT
LT	BLANCA A. SHAEFFER	SSP WASH DC	APR 2003
LT	KATHERINE M. DOLLOFF	SUPSHIP PTSM VA	JUN 2003
LT	DAVID T. HART	SUPSHIP PTSM VA	JUN 2003
LT	JOHN B. HUGHES	SUPSHIP INGELSIDE	JUN 2003
LT	JEROD W. KETCHAM	SUPSHIP GROTON	JUN 2003
LT	GEORGE M. LAWLER	SUPSHIP PTSM VA	JUN 2003
LT	SARAH E. ROLLINGS	SUPSHIP SAN DIEGO	JUN 2003
LT	KEVIN M. FLOOD	PH NSYD & IMF	MAY 2003
LT	WILLIAM A. SCHULTZ	PTSMH NSYD	MAY 2003
LT	TIMOTHY N. HANEY	COMNAVSURFPAC	JUN 2003
LT	GREGORY L. ELKINS	PTSMH NSYD	JUN 2003
LT	AGUSTIN E. CAREY	SRF YOKOSUKA	AUG 2003
LT	TODD D. JACK	COMNAVSURFLANT	AUG 2003
LT	RICHARD A. JONES	PORTSMOUTH NSYD	AUG 2003
LTJG	SHAUN M. BLAKEMAN	DDG 76 HIGGINS	APR 2003
LTJG	GREGORY R. MITCHELL	SRF DET SASEBO	MAY 2003
LTJG	JAIME E. HYSSONG	NORVA NSYD	MAY 2003
LTJG	GEORGE T. SOUTHWORTH	NORVA NSYD	MAY 2003
LTJG	THOMAS J. DANAHER	NORVA NSYD	AUG 2003

Don't be left out of the loop, keep your
contact information updated.

Send information to
Mr. Richard Todd
richard.todd@navy.mil

Fair winds and following seas. . . .

CAPTAINS

MCCORD, RAYMOND S.	NROTCU MIT CAMBRIDGE MA	JUN-2003
ROGER, JAMES E.	NORFOLK NSYD	JUN-2003
CHESTERMAN, CHARLES W. JR.	NSSC	JUL-2003
BUSH, CHARLES A.	PEO CV – PMS 312	AUG-2003
BERTHOLD, DUDLEY B.	PEO CV – PMS 378	AUG-2003

COMMANDERS

BRAUN, JOHN L.	NSSC PMS 325	JUN-2003
EWALD, TERRENCE L.	DIRSSP DET OMAHA	JUN-2003
BERGERSEN, JOHN K.	NAVAL ACADEMY	JUL-2003
JABLONSKI, JOSEPH R.	NAVAL ACADEMY	JUL-2003
LAWSON, JOHN E.	MISSILE DEFENSE AGENCY	JUL-2003
SALINDONG, ARHTUR R.	SPAWARSSYSCOM	JUL-2003
WINKELJOHN, JEFFREY A.	PEO SUBMARINES	JUL-2003
FARRELL, MARGARET S.	NSWC SHSES	AUG-2003
DEES, ROBERT C.	PEO (IWS) DET	AUG-2003
DUMAS, RICHARD A.	NSWC PORT HUENEME	AUG-2003
FIELDS, WILLIAM A.	OPNAV	AUG-2003
ROBINSON, JOHN D.	SUPSHIP SAN DIEGO	AUG-2003

LIEUTENANT COMMANDERS

BAEHR, JOSEPH S.	DTRA LOS ALAMOS	MAY-2003
BENSON, JEFFREY L.	NSSA	MAY-2003
SKOOG, HAROLD L.	DIR STRASYSPOG	MAY-2003
BROOKS, WILLIAM A.	DTRA SHORE DUTY	JUN-2003
CARLING, LEO J.	NSWC CARDEROCK	JUN-2003
KAPOLKA, DAPHNE	PG SCH PROFESTRG	JUN-2003
BEITER, KEITH A.	PUGET SOUND NSYD	JUL-2003
JOHNSON, ERIK O.	NSWCD CORONA CA	JUL-2003

LIEUTENANTS

MUTCH, ANDREW III	SUPSHIP PORTSMOUTH	JUN-2003
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ENGINEERING DUTY OFFICERS



MISSION

Apply practical engineering experience, technical knowledge and program management expertise to integrate science, technology and design into affordable ships and ship systems.

VISION

We are the Technical Leaders of the Navy, for Ships and Integrated Warfare Systems.

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